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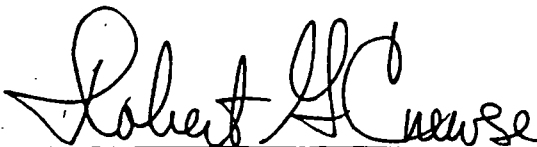
**PHASE I ENVIRONMENTAL ASSESSMENT  
FRED DEVINE DIVING & SALVAGE, INC.  
6211 N. ENSIGN STREET, SWAN ISLAND  
PORTLAND, OREGON  
ENV92-293**

Prepared For:

Fred Devine Diving & Salvage, Inc.  
6211 N. Ensign Street, Swan Island  
Portland, Oregon 97217

Prepared By:

MARINE & ENVIRONMENTAL TESTING, INC.



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July 17, 1992

4/24/93

USEPA SF



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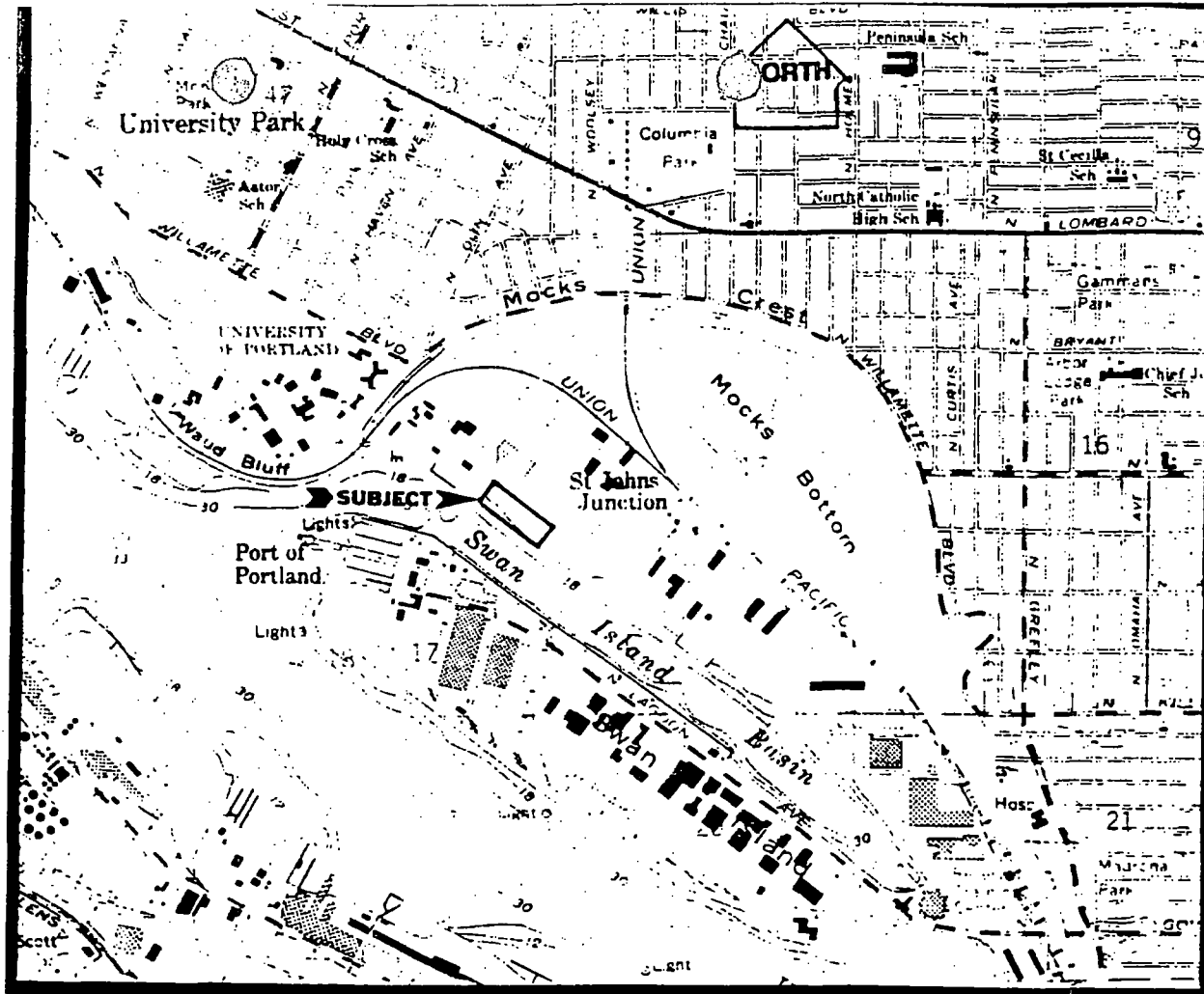
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PORTLAND, OREGON**

**INTRODUCTION**

Marine & Environmental Testing, Inc. (M&ET) was retained by Fred Devine Diving & Salvage, Inc. to conduct a Phase I Environmental Site Assessment (ESA) for 5.74 acres of property located at 6211 N. Ensign Street, Swan Island, Portland, Oregon, known as Fred Devine Diving & Salvage, Inc. (Devine Inc.). The purpose of a Phase 1 ESA is to identify the general environmental condition of the site and to evaluate the potential for the presence of contamination from hazardous material and/or waste. This ESA includes, but is not limited to, a Department of Environmental Quality (DEQ) file search and historical review; interviews with past and current owners, and a site inspection (Scope of Work - Appendix A). In the preparation of this assessment it was the goal of M&ET to make all appropriate inquiries into the past uses of this property to determine if hazardous materials were used there, and if those materials or other hazardous materials or waste have been disposed of on the site (See Appendix B).

**SITE LOCATION AND DESCRIPTION**

The facility serves as headquarters for Fred Devine Diving and Salvage, Inc., and for a tenant, Pacific Coast Environmental (PCE). The rectangularly shaped 5.74 acre site is located on the northeast shore of the Swan Island Lagoon at 6211 N. Ensign Street, Portland, Oregon, in the Port of Portland developed Mocks Landing Industrial Park (Figure 1). The site is accessed from Highway Interstate 5 by taking exit #303. Continue west on N. Going Street to the Swan Island area, turn right on North Basin Avenue to N. Ensign Street, turn left approximately two blocks to the end. The property is bordered on the northeast by a United Parcel Service facility, on the southeast by an office and helicopter landing pad for Lifeflight, on the southwest by the Swan Island Lagoon, and on the northwest by the U.S. Marine Corps/U.S. Navy Reserve Center (Figure 2). Two buildings are located on the site. A two story, wood framed, flat roofed office building is



USGS TOPOGRAPHICAL MAP 1961 PHOTOREVISED 1970 & 1977, PORTLAND QUAD.

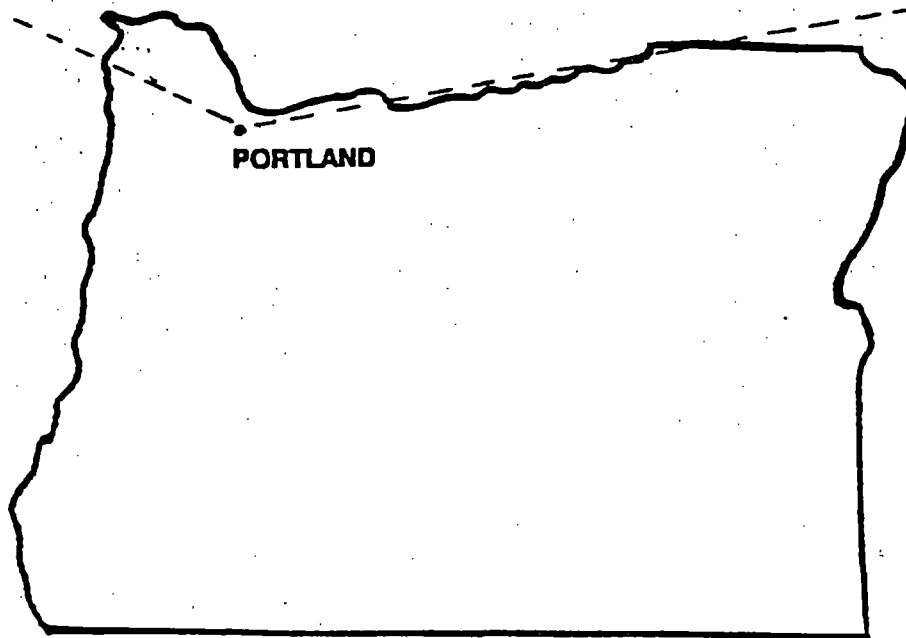


FIGURE 1 - REGIONAL LOCATION MAP

NOT TO SCALE

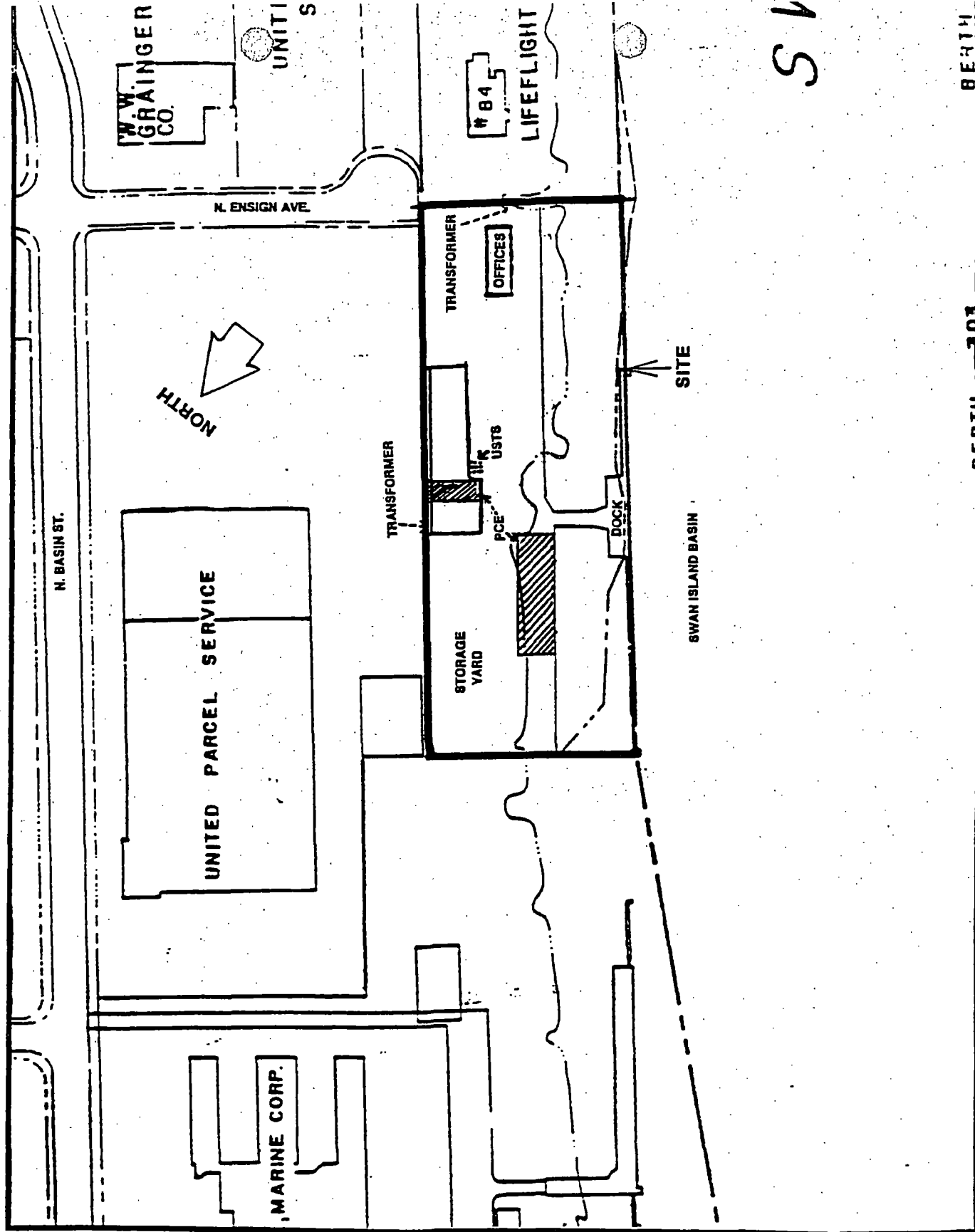


FIGURE 2 - SITE PLAN

NOT TO SCALE

located on the south end of the property. The combined warehouse/workshop is in a metal building centrally located on the northeast side of the property. The north end of the site is used for equipment storage. A "T" shaped dock extends from the property into the Swan Island Lagoon.

A plat map and a legal description of the property is in Appendix C.

## **PHYSICAL SETTING**

The site, which is approximately 30 feet above sea level, is located on land that has been created by filling with dredging spoils from the Willamette River. Mocks Bottom, an old meander of the Willamette River, was cut off from the river by levees supporting railroad tracks and by the road fill connecting the Island to the mainland. Aerial photographs viewed at the Army Corps of Engineers and the Port of Portland indicate that filling of the area with dredging spoils began in the late 1930's (Aerial Photographs). The top soils are typically fine river bottom sand. Permeability is very rapid through the first 15 to 20 feet. In most areas clayey and sandy silts are present from 20 to 98 feet. Perched ground water is likely to be found in the area from December through April. The depth to ground water in the Swan Island area ranges from 10 to 20 feet and varies in response to the river level.

## **HISTORICAL REVIEW OF SITE AND VICINITY**

Aerial photographs dating from 1936 through 1991 were reviewed at the Army Corps of Engineers map center in Portland, Oregon for vintage aerial photos of the site. Aerial photographs from those files from 1936, 1942, 1957 and 1972 are included as part of this report. A 1986 Bergman Photographic aerial photograph shows current land use for the site and the surrounding area. These photos were chosen because they best demonstrate changes in land use during the last fifty years. Other vintage aerial photographs were viewed at the Army Corps of Engineers mapping center and at the Port of Portland but not included in this report. The 1936 photo shows Swan Island as the Portland Airport and the site as submerged land. The 1942 oblique aerial photo shows a dredge in the Willamette River with spoils discharge piping running to the site.

Photographs from 1948, the year of the Vanport Flood, shows the site underwater again. The 1957 photograph shows the asphalt parking lot that was used by some of the almost 100,000 shipyard workers that were employed there during World War II. The 1972 photo was taken one year after the construction of the first phase of the UPS building and approximately one year prior to the construction of the Fred Devine office building. Fred Devine Diving and Salvage, the first occupant of the site, has been at this location since 1975. Portland Steam Navigation Co. has leased office and dock space on the site for approximately five years. They operate the stern wheel river excursion boat "Portland Rose" from the site. Pacific Coast Environmental, a company specializing in heavy-duty marine and industrial cleaning services, has been a tenant for approximately two years (Appendix D).

Construction of the Fred Devine complex began in 1973 with the two story office building, followed by the erection of the first phase of the warehouse in 1974-75. The second phase of the warehouse was added on in 1979.

#### **ON-SITE SURVEY**

A site survey was conducted by a Certified Environmental Inspector/Registered Environmental Site Assessor (CEI/REA) on July 7 and 14, 1992. During these visits to the site the existing environmental condition and the potential for contamination from hazardous material and/or waste was evaluated. Areas of possible concern were inspected, including the potential for the presence of hazardous chemicals used on site, storage of hazardous materials and hazardous waste, proper disposal of hazardous waste and other wastes, and the presence of asbestos, polychlorinated biphenyls (PCBs), and underground storage tanks (USTs).

Information regarding the site was supplied by Ms. Dixie Devine Stambaugh, Mr. Joe Stambaugh and Mr. Kerry Walsh from Fred Devine, Inc., and Mr. Don Strathern from PCE. The area was inspected for underground storage tanks. Three tanks were observed during this inspection. Two pad mounted electrical transformers are located on the site. Water and sewage service for the site is supplied by the City of Portland, Oregon. Most of the usable space on the site is paved with asphalt with the exception

of portions of the storage yard area located northwest of the warehouse. Several portable steel containers are used in the yard to store empty drums, hoses, ropes, and other salvage and diving equipment. Solvents, cleaners and other chemicals used in the operation of the business are stored inside the warehouse in closed containers. Diesel fuel for use on the site is currently stored in two above ground tanks near the northern corner of the site. According to Mr. Joe Stambaugh no more than 500 gallons of fuel is in either tank at any given time. The outfall from floor drains in the shop portion of the warehouse go to an oil/water separator before emptying to the sewer system. This separator is periodically cleaned by PCE.

PCE uses a space in the yard approximately 50 feet by 150 feet for tank and drum storage. These above ground portable tanks may be used on site for temporary overnight storage of material from underground storage tanks and waste wash water from tank cleaning operations, or offsite for waste collection. According to Mr. Don Strathern of PCE they do not store hazardous waste at the site. No obvious evidence of improperly disposed hazardous waste was observed on the site.

## **ASBESTOS**

As a part of the on-site survey, the site was inspected for possible asbestos-containing materials (ACMs). There is no obvious evidence of any ACMs on the site.

## **POLYCHLORINATED BIPHENYLS**

Ballasts, a device essential to the operation of fluorescent light fixtures, and electrical transformers contain an oil-based fluid used for cooling and insulating. For many years polychlorinated biphenyls (PCBs) were a major ingredient in this fluid. Evidence from EPA-approved testing indicates that PCBs may be carcinogenic (cancer-causing) and may cause adverse reproductive effects in animals and humans. The manufacture of PCBs was discontinued in the United States in 1976; however, products already manufactured with PCBs in closed systems, including transformers and fluorescent light ballasts, were allowed to be sold until 1979. In order to distinguish between older fluorescent light ballasts that contain PCBs and newer ones that do not,



regulations now require the ballast manufacturer to place a notification on the label of non-PCB ballasts that says "CONTAINS NO PCBS" or "NO PCBS". Older ballasts containing PCBs manufactured prior to the ban will not have this notification on the label. The majority of the interior lighting on the site is from fluorescent light fixtures. Based on the age of the building many of the ballasts may contain small quantities of PCBs; however, these will probably be replaced and disposed of with non-PCB ballasts by an electrician as needed.

Two pad mounted electrical transformers are located on the site (Figure 2 & Site Photographs). A sticker on the outside of these transformers identifies the contents as PCB free. In accordance with the regulations PGE treats all of their transformers as if they were PCB contaminated, that is, containing between 50 and 500 parts per million (ppm) PCBs. PGE accepts full responsibility for their equipment. In the event that oil leaks from one of their transformers, PGE will test the spill for PCB content and clean it according to regulations based on the degree of contamination. No other potential sources of PCBs were observed on the site.

#### **UNDERGROUND STORAGE TANKS**

The name and address of the site appears on the DEQ's list of registered underground storage tanks (USTs)(Table 2). The site was physically inspected for obvious evidence of USTs, three were found. All three USTS are located on the southwest side of the warehouse/shop (Site Photographs). Two 2,000 gallon USTs were installed in 1975 when the first phase of the warehouse was constructed. One was for leaded gasoline and the other was for unleaded gasoline. An additional 4,000 gallon UST for unleaded gasoline was installed next to the existing 2,000 gallon tank in 1979. Copies of the permits for the USTs are in Appendix E. Use of these USTs was discontinued approximately one and one-half years ago.

## **REGULATORY AGENCY FILE SEARCH**

As a part of the Phase 1 ESA, current regulatory agency files at the DEQ were reviewed. Neither the name nor the address of the site appeared on the following lists:

- Environmental Cleanup Division Site Information System as of June 15, 1992.
- Oregon Hazardous Waste Handlers notifying as fully regulated generators as of July 12, 1992.
- Oregon Hazardous Waste Handlers notifying as small quantity generators as of July 12, 1992.
- Underground Storage Tanks Registered in Oregon as of June 17, 1992.
- The Underground Storage Tank Cleanup List as of July 2, 1992.
- The U.S. EPA Superfund (CERCLIS), as of June 1, 1992.
- The DEQ Confirmed Release List as of February 11, 1992.

Other than the Registered UST Listing the name or the address of the site does not appear on any of the regulatory lists obtained from the State of Oregon DEQ or the U.S. EPA.

## **OFF-SITE SURVEY**

The current regulatory agency files were also reviewed for sites that are located within one-half mile of the property that may pose an environmental risk to the site. During the off-site survey and the file search and review for the property, information regarding addresses within one-half mile of the site were examined. The results of that survey, file search and review follows.

## **ENVIRONMENTAL CLEANUP DIVISION**

Currently there are four sites in the vicinity of the subject property on the Environmental Cleanup Division (ECD) Site Information System listing. Sites can be placed on this listing based on unconfirmed information. The following disclaimer appears on the listing, "Appearance in this report neither confirms nor denies the release of a hazardous substance at the facility; nor does it indicate whether the facility is contaminated or cleanup is necessary, currently underway or completed."

**TABLE 1**  
**ENVIRONMENTAL CLEANUP DIVISION SITES**

<b>NAME</b>	<b>LOCATION</b>	<b>I.D.#</b>
Cenex - Island Holdings, Inc.	5885 N. Basin Avenue	260
Crosby & Overton	Building #9, Swan Island	877
Freightliner Corp.	5400 N. Basin Avenue	115
Port of Portland	Ship Repair Yard, Swan Island	271

The sites on this listing do not pose an environmental threat to the subject property because of their distance from the subject property.

## OFF-SITE UNDERGROUND STORAGE TANKS

During the off-site survey it was determined that there are several facilities within approximately one-half mile of the site that have USTs registered with the State of Oregon.

**TABLE 2**  
**REGISTERED USTs WITHIN ONE-HALF MILE OF THE SITE**

NAME	ADDRESS	ACTIVE	DECOMM'D
Crosby & Overton	5420 N Lagoon	0	1
Cummins Northwest	4711 N Basin	0	3
Dallas & Mavis	6220 N Basin	0	2
DSU - Peterbilt	4810 N Basin	4	0
DSU - Peterbilt	5555 N Lagoon	4	1
<b>FRED DEVINE D &amp; S</b>	6211 N Basin	3	0
Fred Meyer	3140 N Basin	0	2
Freightliner Corp	4747 N Channel	1	0
H N F Properties	5300 N Channel	0	1
Island Holdings	5617 N Basin	1	0
Island Holdings	5885 N Basin	1	0
Lynden Farms	6135 N Basin	0	2
Metrofueling	5000 N Basin	4	0
Ness & Co.	6645 N Basin	0	3
Northwest Testing	5405 N Lagoon	0	1
NW Transport	6100 N Basin	3	0
P I E Nationwide	5550 N Basin	0	8
Pacific Detroit	5061 N Lagoon	0	2
Pacific Detroit	5940 N Lagoon	0	4
Portland Ship Repair	5555 N Channel	0	2
Portland Ship Repair	5555 N Channel	3	9

Portland Unloading	Swan Island	0	2
Roadway Express	5820 N Basin	3	10
Roadway Package	6447 N Cutter Circle	1	0
SDS Co.	6712 N Cutter Circle	4	0
Sears, Roebuck	5230 N Basin	0	3
Fred Meyer	5000 N Basin	2	0
Milne Truck Lines	5949 N Basin	0	1
Tyler-Dawson	5051 N Lagoon	0	6
United Parcel Service	6707 N Basin	6	0
U S Navy	6735 N Basin	5	0
USCG Marine Safety	6767 N Basin	3	0
Western Mack	5411 N Lagoon	0	1
Western Paper	6000 N Cutter Circle	0	2

Only USTs governed by state and federal regulations are required to be registered with the State of Oregon DEQ. This does not include tanks containing heating oil for consumption on the site they are located, or non-commercial farm gasoline or diesel tanks of 1,100 gallons or less capacity.

## OFF-SITE UST CLEANUP SITES

Locations of leaking underground storage tanks reported to the DEQ are placed on the UST Cleanup List. This list was checked for sites within one-half mile of the site.

**TABLE 3**  
**UST CLEANUP SITES WITHIN ONE-HALF MILE OF THE SITE**

NAME	ADDRESS	CLEANUP START	END DATE
Western Paper	6000 N Cutter Circle	-	-
Roadway Express	5820 N Basin	6-30-1988	7-1-1988
P I E Nationwide	5550 N Basin	4-18-1989	-
Pacific Detroit	5940 N Basin	5-26-1989	6-8-1989
Oregon Freightways	5949 N Basin	7-27-1989	8-1-1990
Portland Ship Repair	5555 N Channel	-	-
Cummins Northwest	4711 N Basin	10-19-1989	11-1-1989
Tyler-Dawson Supply	5051 N Lagoon	-	-
Dallas & Mavis	6220 N Basin	-	-
Pacific Detroit	5061 N Lagoon	-	-
Automatic Vending	5001 N Lagoon	-	-
United Parcel Service	6707 N Basin *	-	-

Because of their distance from the site most of these UST cleanup sites do not present an environmental threat to the subject property. \* However, United Parcel Service, which is adjacent to the site recently had four USTs removed with the potential for the removal of two 10,000 gallon diesel USTs being removed in the near future. Beginning in April of 1992, two 10,000 gallon gasoline USTs, one 1,000 gallon waste oil UST and one 1,000 gallon bulk fresh oil UST were removed from the site by PEMCO. Small amounts of contamination were removed from the location of the waste oil and the bulk oil USTs. No contamination was found around the two gasoline USTs. The ground water was not impacted in any of the excavations. PEMCO is currently installing a UST

system for UPS. The final reports have not been submitted; however, according to Ms. Beth Brady at the DEQ, the problems appear to be resolved.

#### **OFF-SITE HAZARDOUS WASTE HANDLERS/GENERATORS**

Businesses in the State of Oregon that generate and/or transport hazardous waste are required to apply for an Environmental Protection Agency Identification Number (EPA I.D. #). The names and EPA I.D. #s of these businesses appear on one of two lists of hazardous waste handlers issued by the DEQ: (1) Fully Regulated Generators that generate more than 2200 pounds of hazardous waste in one month; (2) Small Quantity Generators that generate between 220 and 2200 pounds of hazardous waste in one month. These lists were searched for businesses located within one mile of the site.

**TABLE 4  
OREGON HAZARDOUS WASTE HANDLERS/GENERATORS**

<b>NAME</b>	<b>ADDRESS</b>	<b>FR/SQ*</b>	<b>EPA ID#</b>
Dallas & Mavis	6220 N. Basin	FR	ORD027718030
Freightliner Corp.	6936 N. Fathom	FR	ORD000602110
Northwest Marine	6000 N. Channel	FR	ORD980665368
Norvac Services	5555 N. Channel	FR	ORD980984579
PIE Trucking	5550 N. Basin	FR	ORD009826298
U S Coast Guard	6767 N. Basin	FR	OR9690330775
Automatic Vending	5001 N. Lagoon	SQ	ORD987193729
Boise Cascade	4435 N. Channel	SQ	ORD981767841
Cascade General	5555 N. Channel	SQ	ORD180761934
Chempro	5420 N. Lagoon	SQ	ORD070730395
Cummins Northwest	4711 N. Basin	SQ	ORD987190782
DSU Peterbilt	5555 N. Lagoon	SQ	ORD103014437
Milne Truck Lines	5949 N. Basin	SQ	ORD135530822

system for UPS. The final reports have not been submitted; however, according to Ms. Beth Brady at the DEQ, the problems appear to be resolved.

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Northwest Marine	6000 N. Channel	FR	ORD980665368
Norvac Services	5555 N. Channel	FR	ORD980984579
PIE Trucking	5550 N. Basin	FR	ORD009826298
U S Coast Guard	6767 N. Basin	FR	OR9690330775
Automatic Vending	5001 N. Lagoon	SQ	ORD987193729
Boise Cascade	4435 N. Channel	SQ	ORD981767841
Cascade General	5555 N. Channel	SQ	ORD180761934
Chempro	5420 N. Lagoon	SQ	ORD070730395
Cummins Northwest	4711 N. Basin	SQ	ORD987190782
DSU Peterbilt	5555 N. Lagoon	SQ	ORD103014437
Milne Truck Lines	5949 N. Basin	SQ	ORD135530822



Northwest Testing	5404 N. Lagoon	SQ	ORD987187739
Pacific Detroit	5940 N. Basin	SQ	ORD981763865
Pacific Detroit	5061 N. Lagoon	SQ	ORD059403154
Tri-West Supply	6650 N. Basin	SQ	ORD030793731
United Parcel Service	6707 N. Basin	SQ	ORD002774594
West State Inc.	5555 N. Channel	SQ	ORD173269788

\*FR = Fully Regulated Generator - over 2,000 lbs. per month.

SQ = Small Quantity Generator - between 200 and 2,000 lbs. per month.

#### **OFF-SITE CERCLIS**

The U.S. EPA Superfund Program List (CERCLIS) contains the names of sites that have potential environmental problems. The CERCLIS for Oregon was searched for sites located within one mile of the site. The following four sites were found.

**Crosby & Overton, Building 9, Swan Island\*:** A Preliminary Assessment was completed by the EPA on June 6, 1984. According to the available records the facility was closed in 1980. The reference was made to a PCB spill that occurred offsite in 1984. A site assessment by the DEQ recommends no further action at the Building 9 site.

**Mocks Bottom, North of Swan Island, City of Portland\*:** A small landfill in the Mocks Bottom area was used by the City of Portland to dispose of street demolition wastes such as pieces of concrete, sod, soil, and no hazardous waste. A Preliminary Assessment completed by the EPA in 1988 recommended no further action.

**Port Of Portland Ship Repair Yard\*:** The Port operates the dry dock facilities under a NPDES permit for treating and discharging oily ballast water. The violation was for inadequate cleaning of the dry docks prior to submerging, which allowed heavy metals in sandblast material and oil and grease to be discharged into the Willamette River. A Preliminary Assessment completed by the DEQ on September 12, 1990 recommended no further action.

**Coast Guard Marine Safety Station, 6767 N. Basin St.:** A large quantity of old lead/acid batteries were stored on site. An EPA Preliminary Assessment completed on May 8, 1992 determined that the batteries had been removed from the site and no further action was recommended.

\* - File in Appendix F.

### **WATER WELLS**

The U.S. Geological Survey Open File Report 90-126, Ground-water Data for the Portland Basin, Oregon and Washington, was reviewed for water wells in close proximity to the site. Three industrial water wells are located in the Swan Island Area. In June 1988 a well was drilled to a depth of 172 feet at Lynden Farms at 6135 N. Basin. Static water level was at 23 feet; however, water bearing zones occurred at 156 and 170 feet. This the closest well to the site.

## **CONCLUSIONS**

The 5.74 acre property located on the northeast side of the Swan Island Lagoon, at 6211 N. Ensign Street in the Swan Island Industrial Park in Portland, Oregon. The site was evaluated for potential environmental risks associated with historical on-site and surrounding land uses and for possible contamination from hazardous materials and/or waste. During the on-site survey no obvious evidence of gross contamination from hazardous material or waste was detected.

The site was submerged land next to the Willamette River until it was filled with dredging spoils between the late 1930's and the 1980's. Fred Devine, the first occupant of the property, began construction in 1973. Two buildings are located on the site, a two story office building and a combined warehouse/workshop. Pacific Coast Environmental has been a tenant for approximately two years. Three underground storage tanks located on the site are out of service. Diesel fuel is stored in two above ground tanks. Paint, lubricants, and cleaning chemicals are stored in the warehouse. Fred Devine does not generate hazardous waste.

Searches of local, state, and federal regulatory files and lists failed to reveal any environmental concerns on the property. The businesses and other sites located within one-half mile of the property do not appear to pose a threat to the site from contamination from hazardous material and/or waste.

## **RECOMMENDATIONS**

Based on the site investigation and historical records search, the general environmental condition of the site does not appear to pose a threat to human health or the environment. However, it is recommended that existing conditions on the property should be addressed as follows:

- Three underground storage tanks are no longer being used; therefore, according to federal, state, and local regulations, they should be removed.
- Upcoming above ground storage tank regulations may require modification or elimination of the current above ground diesel storage tanks.

## **DISCLAIMER**

The intent of this study was to establish an environmental baseline relative to the present conditions occurring at the site; to identify areas where gross chemical contamination may have occurred on the site; and to identify any contamination that has occurred on adjacent properties which could adversely affect the property in question. It must be recognized that this assessment was prefatory in nature and, as a consequence, it is possible that contamination was present at the site even though no contamination was discovered during the investigation. A more extensive assessment would be required to quantitatively define the presence or absence of specific contamination at the site.

Information has been gathered from past and present owners of the subject property in addition to several state, city, and local governmental agencies during this assessment. Marine & Environmental Testing, Inc. has reported this information as supplied to them by the owner and these agencies, and accepts no liability as to its accuracy.

This assessment was conducted expressly for Fred Devine Diving & Salvage, Inc.. The use of the information provided in this report with respect to the disposition of said property is the sole responsibility of Fred Devine Diving & Salvage, Inc. and/or his designees.

M&ET appreciates the opportunity to have assisted Fred Devine Diving & Salvage, Inc. in this environmental site assessment. If there are any questions concerning this report, or if we may be of further service, please contact us.

## **REFERENCES**

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